

**Chapter 1 : The Royal Navy in the Pacific fighting Kamikaze**

*On 1 April the Fleet Air Arm of the Royal Air Force was created as a distinct component of the RAF, which existed until 24 May when command of the Fleet Air Arm was transferred back to Royal Navy control. Coastal Command patrol aircraft, including most large seaplanes, remained with the RAF despite their operations in a naval environment.*

The aircraft was flying from Cairo, Egypt back to the United Kingdom when it ran short of fuel. It tried to land in bad visibility at Rennes but crashed into a row of trees, five crew and 21 soldiers and members of the Auxiliary Territorial Service were killed. Eval , five killed. An Air Cadet on the Wellington was given a parachute, told how to operate it and ordered to jump by the navigator, Flight Lieutenant John Quinton. The Air Cadet survived, but all eight aircrew aboard both planes died, when their aircraft hit the ground. Both crew were killed. Wreckage was taken to No. Mk 1, of 60 Squadron RAF stalled and crashed into married quarters at Tengah Airfield, Singapore, killing two women and a fifteen month old child. The pilot died, as did a fireman and a bystander, killed when a fire truck crashed. He was from the Preston area. Four killed in Victor, three killed in Canberra. The helicopter had been detailed to fly a medical flight at night picking up a pregnant patient from Dhekalia and transferring her to the Princess Margaret Hospital. The pilot survived, but neither the bodies or the airframe have been located due to the deep waters of the bay. The pilot did not eject and was killed. The rear pilot in the Jaguar ejected safely but suffered serious injuries. Athan during practice non-engine approach, one killed. The pilot and navigator were killed. The Board of Inquiry was unable to determine what caused the crash though it may have been possible the aircraft was manoeuvring to avoid a bird strike. The pilot ejected, but the parachute could not deploy in time and he was killed. It was later discovered that the aileron rods had been disconnected when the aircraft was undergoing maintenance, and the procedure was not logged in the engineering paperwork. Subsequently, when it was returned to squadron service, engineers were unaware that the aileron rods were not present. The Board of Inquiry was told that the pilot, Sqn Ldr Mike Andrews, was fatigued and working hour shifts to complete paperwork and training for the squadron. The board later determined that the weather and mechanical failure were not to blame for the crash, and that it was most probably down to the crew being distracted by another aircraft. The aircraft had just picked up a four-man patrol and on take-off had entered low cloud. The pilot descended to regain a visual of the area when the aircraft struck some trees and crashed. The pilot and navigator were killed, four of the other members of the flight were wounded one severely. The aircraft was targeted by a Patriot Missile battery when its crew became confused as to whether it was a friend or foe and had to make a split second decision. Two crew the pilot and the navigator were killed in the incident. The helicopter had a three personnel on board, two of whom, the pilot and the crewman, managed to escape the airframe but they suffered serious burns in the ensuing fireball. The Puma was scrapped. The aircraft had just picked up 8 troops from the Royal Regiment of Scotland and was performing a fly-over of other troops in the regiment and then went into a turn that neither pilot were qualified to attempt. The Puma crashed into a field when its tail hit the ground coming out of the manoeuvre causing the entire airframe to hit the ground. The aircraft tumbled and the cockpit canopy sheared off completely. The pilot, crewman and one of the troops were killed. The other eight occupants were injured, some severely. The Board of Inquiry later determined that the main causal factor was that the seat had not been affixed to the aircraft properly. The WSO suffered fatal injuries when the seat came into contact with the tail-fin. The seat plummeted down to earth and landed near to South Creake ; the pilot was unhurt and managed to recover the aircraft back to RAF Marham its point of origin. The other aircraft in the sortie had to manoeuvre to avoid the resultant fireball and was able to safely return to RAF Leuchars. The second aircraft experienced a Controlled Flight Towards Terrain CFTT , but the fireball from the crash of ZE alerted the pilot to the danger and the pilot was able to compensate for this. An investigation determined that Egging had experienced A-Loc Almost Loss of Consciousness due to the g-force that the aircraft was pulling and he was unable to recover from a steep dive into fields, despite warnings radioed by his teammates. ZD was returning south via the bombing range at RAF Tain and was holding in a circular anti-clockwise pattern whilst awaiting clearance to get onto the range a USAF F Eagle aircraft was already occupying the range. ZD was given

clearance to access the range and had begun its manoeuvre when the two aircraft collided at The crew of ZD did not eject and both died. The helicopter was attempting to land when it struck a fibre-optic cable connected to an Aerostat observation balloon which brought it down to the ground. Nine service personnel were aboard; five were killed outright, with the rest suffering major injuries. The pilot was treated for non-life-threatening injuries after ejecting from the plane. The Times Digital Archive.

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## Chapter 3 : Royal Navy Aircraft since

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One was new and five of the planned six fleet carriers were under construction. There were no escort carriers. Including cruiser-minelayers, 23 new ones had been laid down. However, there were few fast, long-endurance convoy escorts. Commonwealth Navies Included in the Royal Navy totals were: Strengths and Weaknesses The Fleet was reasonably well-equipped to fight conventional surface actions with effective guns, torpedoes and fire control, but in a maritime war that would soon revolve around the battle with the U-boat, the exercise of air power, and eventually the ability to land large armies on hostile shores, the picture was far from good. The Fleet Air Arm FAA recently returned to full control of the Navy, was equipped with obsolescent aircraft, and in the face of heavy air attack the Fleet had few, modern anti-aircraft guns. And there was little combined operations capability. On the technical side, early air warning radars were fitted to a small number of ships. The introduction by the Germans of magnetic mines found the Royal Navy only equipped to sweep moored contact mines. The Royal Navy would be responsible for the North Sea and most of the Atlantic, although the French would contribute some forces. For a few months two pocket battleships posed a danger in the broader reaches of the Atlantic. For a few hundred miles from Halifax, cover was given by Canadian warships. The same degree of protection was given to ships sailing from other overseas assembly ports. Particularly fast or slow ships from British, Canadian and other assembly ports sailed independently, as did the many hundreds of vessels scattered across the rest of the oceans. Almost throughout the war it was the independently-routed ships and the convoy stragglers that suffered most from the mainly German warships, raiders, aircraft and above all submarines that sought to break the Allied supply lines. The Northern Patrol of old cruisers, followed later by armed merchant cruisers had the unenviable task of covering the area between the Shetlands and Iceland. They attacked with both torpedoes and magnetic mines. Mines were also laid by surface ships and aircraft. Southend-on-Sea, the Thames peacetime seaside resort, saw over 2, convoys arrive and depart in the course of the war. By the end of the first Canadian troops had arrived in Britain, and by early Australian, Indian and New Zealand forces were on their way to Egypt and the Middle East. Troop convoys were always heavily escorted, and the Commonwealth Navies played an important part in protecting the men as they left their home shores. Australian and New Zealand cruisers were particularly active in the Indian Ocean.

## Chapter 4 : Royal Navy operations and policy after - The National Archives

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## Chapter 8 : Royal Navy in and

*1. Why use this guide? This guide will help you find records at The National Archives relating to Royal Navy and Royal Marines operations and actions that took place after The guide does not cover records of: personnel (for Royal Navy personnel records from this period contact the Ministry of.*

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